

LARK CLASS RULES

2024

The Lark was designed in 1966 by Michael Jackson



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INTRODUCTION

*The Lark Class Rules are **closed class rules** (previously known as one-design class rules) where anything not specifically permitted by the class rules is prohibited. The rules are intended to ensure that boats in the Lark Class are (as nearly as possible) the same with regards to the shape and weight of the hull, deck, centreboard, spars and sails - and in all respects affecting performance.*

Lark hulls, centreboards, rigs and sails are measurement-controlled.

Larks shall only be manufactured by the LCOA-licensed builder, using moulds for the hull and deck approved by the LCOA.

Lark rudders may be manufactured by any builder.

Lark masts and booms shall only be manufactured by Selden Masts UK Ltd. Spinnaker poles may be manufactured by any builder.

Lark sails may be manufactured by any sailmaker.

Lark hulls, hull appendages, masts, booms and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and the Racing Rules of Sailing.

This introduction only provides an informal background and the Lark Class Rules proper begin on the next page.

**PLEASE REMEMBER
THESE RULES ARE CLOSED CLASS RULES -
IF IT DOES NOT SPECIFICALLY SAY THAT YOU
CAN, THEN YOU CAN NOT.**

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation, the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 LCOA Lark Class Owners Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES

- A.3.1 The Class Rule Authority of the class is the LCOA which governs in all matters concerning these class rules and is the **Certification Authority**.
- A.3.2 Notwithstanding anything contained herein, the **Certification Authority** has the authority to withdraw **certification**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class shall be administered by the LCOA.

A.5 WORLD SAILING RULES

- A.5.1 These class rules shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 Class rules may only be varied at events as per RRS 87.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these class rules are subject to the approval of the Class Rules Authority.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of class rules shall be made by the Class Rules Authority.
- A.8.2 Interpretation of class rules at an event shall be carried out in accordance with the RRS. The event organising authority shall, as soon as practical after the event, inform the LCOA of any such interpretation.

A.9 CLASS FEE AND HULL NUMBER

- A.9.1 The owner shall pay the Class Building Fee to the LCOA on commencement of building, whether or not it is subsequently certified.
- A.9.2 The LCOA shall, after having received the Class Building Fee for the hull, send a Building Fee receipt.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the licensed builder.

A.11 HULL CERTIFICATION

A.11.1 No boat shall take part in racing unless it has been measured and complies with these rules. Physical certificates are not currently issued or required by LCOA. Certification will record the following information:

- (a) Sail number
- (b) Owner
- (c) Builder/Manufacturer
- (d) Date of issue of initial measurement form
- (e) Hull Weight
- (f) Details of corrector weights
- (g) Buoyancy
- (h) Name of initial measurer
- (i) Boat name

A.12 INITIAL HULL CERTIFICATION

A.12.1 For certification to be completed on a hull not previously certified:

- (a) Certification measurement shall be carried out by the official measurer who shall complete a measurement form and return it to LCOA. .
- (b) Upon receipt of a satisfactorily completed measurement form, the LCOA will record certification and keep that information centrally.

A.13 VALIDITY OF CERTIFICATION

A.13.1 Certification becomes invalid upon:

- (a) Any change to the hull or spars, such that they do not comply with these rules.
- (b) Withdrawal by the certification authority.
- (c) The issue of new certification.

A.14 HULL RE-CERTIFICATION

A.14.1 The Certification Authority may re-certify a previously certified hull when it is invalidated under A.13.1 (a), at its discretion.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The certification authority shall retain the original measurement form upon which the current certification is based.

Section B – Boat Eligibility

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

- (a) Be in compliance with the class rules.
- (b) Have valid certification (see A.11.1).

B.2 CLASS ASSOCIATION

- B.2.1 The helm and/or crew shall be a current member of the LCOA only when competing at an event requiring membership (as applicable).

B.3 BUOYANCY

- B.3.1 Hulls shall be tested during class measurement and thereafter owners shall ensure that buoyancy meets the requirements of the test. A test may also be required by the certification authority at specific events. The test requires super or sub-atmospheric pressure to be applied to each buoyancy compartment sufficient to produce a reading of 1.25kPa (125mm) of water and this shall not drop to less than 0.5kPa (50mm) in 30 seconds.
- B.3.2 Boats built before sail number 2462 shall also include 0.113m³ of foam buoyancy.

B.4 EVENT INSPECTION

B.4.1 GENERAL

The role of Equipment Inspectors at an event is to verify that equipment has been produced by the Licensed Manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal a deviation greater than the Equipment Inspector considers to be within manufacturing tolerances, the matter shall be reported to the Race Committee.

Such occurrences shall be reported to the LCOA for investigation and a ruling on the eligibility of the equipment for racing.

PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are closed-class rules. Equipment control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The crew shall consist of two people.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with personal flotation devices (PFD) for each crew member to the minimum standard EN 393 or ISO 12402:5, (CE 50 Newtons).

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with World Sailing Regulation 20.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE WHILE RACING

(a) OPTIONAL

- (1) Electronic or mechanical timing devices.
- (2) One magnetic or electronic compass showing only information relating to heading, bearing, current, or elapsed time.
- (3) GPS device showing only information relating to heading, speed, VMG, bearing, current, or elapsed time.
- (4) Maps, charts and means of recording courses and compass headings.
- (5) Items for storage of food, drink, clothing, safety equipment, or relevant tools.
- (6) Mobile phone (solely for emergency communications), GPS tracking (solely for spectators to view race positions), photography.
- (7) Video and/or still cameras.
- (8) Hand bailer(s) and/or sponge(s)

C.5.2 NOT FOR USE WHILE RACING

(a) OPTIONAL

- (1) Paddle
- (2) Tow rope

C.6 BOAT

C.6.1 WEIGHT

- (a) The weight of the boat in dry condition with spars, sails, rudder, tiller, sheets and all other loose gear removed excluding control lines, centreboard and its tackle and any corrector weights in place shall not be less than 95kg.
- (b) The weight of the boat in C.6.1(a) shall be taken to include permanently fitted portable equipment.

C.6.2 CORRECTOR WEIGHTS

- (a) Corrector weights shall be permanently fastened to the main thwart and may also be fixed to the forward thwart if more space is required when the boat weight in C.6.1(a) is less than the minimum requirement.
- (b) The total weight of such corrector weights shall not exceed 20kg. See also rules A.11.1 and B.1.1.
- (c) LCOA may require a photograph of the correctors, taken in and out of the boat to ensure compliance.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance, such as polishing, is permitted.
- (b) Cleats, blocks, fittings, rope, elastic, toe straps, calibration marks and tape supplied by any manufacturer may be used.
- (c) Watertight sealant may be used to ensure watertight integrity.
- (d) Inspection hatches not more than 300mm in diameter may be fitted. The fitting of inspection hatches invalidates any current buoyancy test endorsement. Drainage bungs shall be considered as inspection hatches.
- (e) All boats may have drainage holes/bungs up to 25mm in the transom provided they are not within 25mm of the floor.
- (f) Additional apertures in the transom are allowed as follows:
 - (i) For **boats** before sail number 2462: any size provided they do not alter the outer profile or be within 25mm of the floor or buoyancy tank sides.
 - (ii) For **boats** from sail number 2540; two apertures may be fitted by the builder in the transom, which must be through both hull and deck moulding and be watertight.
- (g) A plate of a maximum thickness of 9mm may be mounted underneath the mast step for securing fittings.

C.7.2 MAINTENANCE

- (a) The watertight integrity of the **hull** shall be maintained.
- (b) Inspection hatches shall be kept in place at all times.

C.7.3 REPAIR

- (a) In the event of damage to any part of the hull, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Areas of damage repair may be filled, sanded and polished.

- (b) The moulded non-slip areas of the deck may be re-applied/re-gripped with an optional non-slip material.

C.7.4 LIMITATIONS

- (a) Only one hull shall be used in an event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the repair of damage and scratches is permitted.
- (b) The hull appendages may be secured to the boat.
- (c) The centreboard may be modified to allow participation in shallow water events at the discretion of the LCOA Committee.

C.8.2 LIMITATIONS

C.8.2.1 CENTREBOARD

- (a) The profile shall conform to Plan B with 6mm tolerances.
- (b) Shall be made of aluminium alloy of 6mm minimum and 6.7mm maximum thickness.
- (c) Less tackle shall not weigh less than 7.25kg.

C.8.2.2 RUDDER

- (a) Shall be formed of a single blade.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the replacement of broken manufacture-controlled fittings is permitted.
- (b) Spars shall not be altered in any way except as permitted by these class rules.

C.9.2 FITTINGS

- (a) One mechanical wind indicator is permitted.
- (b) A spinnaker crane is permitted
- (c) Twin spinnaker pole systems are permitted.
- (d) An additional spinnaker pole ring is permitted at any height on the mast.
- (e) One external collar of maximum length 300mm may be fitted around the mast at deck level to provide protection.

C.9.3 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used during an event of less than 7 consecutive days, except when an item has been lost or damaged beyond repair.
- (b) There shall be one pair of **spreaders** connecting the shrouds to the mast. No other devices which control mast bend shall act higher than 760 above the **MDP**.

- C.9.4 MAST
- (a) USE
 - (1) There are no restrictions.
- C.9.5 BOOM
- (a) USE
 - (1) There are no restrictions.
- C.9.6 SPINNAKER POLE
- (a) USE
 - (1) There are no restrictions.
- C.9.7 STANDING RIGGING
- (a) USE
 - (1) Rigging may be adjusted
 - (2) **Boats** with no support to the aft side of the mast at deck level shall have a **forestay** fitted.
- C.9.8 RUNNING RIGGING
- (a) Running rigging is optional.
- C.9.9 OTHER RIGGING
- (a) No other rigging may be used.
- C.10 SAILS**
- C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR
- (a) Sails shall not be altered in any way except as permitted by these class rules.
 - (b) Routine maintenance such as small repairs are permitted without re-measurement and re-certification.
- C.10.2 LIMITATIONS
- (a) Not more than one mainsail, one jib, and one spinnaker shall be carried aboard.
- C.10.3 MAINSAIL
- (a) USE
 - (1) The sail may be hoisted on a halyard.
 - (2) The sail shall be set so that the aft-most visible part of the leech, projected at 90° to the boom spar, shall not be behind the foreside of the boom outer limit mark.
 - (3) The luff bolt rope shall be set in the spar groove or track.
 - (b) IDENTIFICATION

The **Sail** Numbers shall be placed as per RRS Appendix G. National letters are not required; this changes RRS Appendix G.

C.10.4 JIB

- (a) USE
 - (1) The **sail** may be hoisted on a **halyard**.

C.10.5 SPINNAKER

- (a) USE
 - (1) The **sail** shall be hoisted on a **halyard**.
 - (2) The **sail** may be recovered using a retrieval line.

- (b) IDENTIFICATION
 - Sail Numbers are not required, this changes RRS Appendix G.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) **Hull** shell.
- (b) Deck.
- (c) **Centreboard** capping/thwart.
- (d) Buoyancy tanks.

D.1.2 OPTIONAL

- (a) Spinnaker chute moulding.

D.2 GENERAL

D.2.1 RULES

- (a) The hull shall comply with the class rules in force at the time of initial certification.

D.2.2 CERTIFICATION

- (a) See Rule A.12.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shall not be altered in any way except as permitted by these class rules.
- (b) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the hull
- (c) Routine maintenance such as painting and polishing is permitted without re-measurement and re-certification.

D.2.4 DEFINITIONS

- (a) HULL DATUM POINT

The hull datum point is defined as the aft side of the top of the transom at the centreline.

(b) FORWARD MEASUREMENT POINT

The Forward Measurement Point is defined as the **sheerline** at the bow on the centreline.

D.2.5 IDENTIFICATION

(a) The **boat** shall bear its registered number permanently engraved or embossed on the outside of the transom in such a way that the number is clearly visible and cannot be defaced or removed.

(b) **Boats** prior to sail number 2462 may have the number located inside the transom or the rear of the cockpit.

D.2.6 MANUFACTURER

(a) Hulls shall only be manufactured by a Licensed Manufacturer from the LCOA-approved official moulds. (See H.5 & H.6)

(b) Hulls manufactured before sail number 2462 shall conform to alternative measurements appropriate to their design where indicated.

D.2.7 MATERIALS

(a) The **hull** shell, buoyancy tanks and spinnaker chute moulding shall be built from GRP

(b) The deck, thwart and centreboard capping shall be constructed from either GRP or wood

D.3 HULL SHELL

D.3.1 CONSTRUCTION AND DIMENSIONS

(a) Construction methods and types of materials must be approved by LCOA.

(b) Hull Length along centreline shall be 4065mm \pm 12mm

(c) Maximum Hull Beam shall be 1642mm \pm 22mm

D.4 DECK

[See also H.5]

D.4.1 CONSTRUCTION AND DIMENSIONS

(a) The distance from the forward measurement point and the intersection of the shrouds extended if necessary and **sheerline** shall be 1825mm \pm 5mm

(b) Boats measured before 2008 are exempt from rule D.4.1(a) providing the distance between the intersection of the shrouds, extended if necessary, and the transom is 2390mm \pm 12mm

(c) Boats prior to sail number 2462 are permitted openings in the foredeck to a maximum of 0.3m²

D.4.1.1 CONSTRUCTION AND DIMENSIONS FOR BOATS WITH WOODEN DECKS

(a) Wood decked **boats** shall be built so that they are essentially similar to GRP **boats** in shape, stiffness or other characteristics that might affect performance. Any part of a wooden deck shall be within \pm 12mm of an individual GRP Lark in both horizontal and vertical planes, except localised areas where GRP has rounded lines appropriate to that material that are not appropriate in wood.

- (b) The depth of the **hull** at the **sheerline** shall be:
 - i. 535mm ± 12mm at forward measurement point
 - ii. 535mm ± 12mm measured at 2032mm from the **hull datum point**
 - iii. 280mm ± 12mm measured from the **hull datum point** to the extension of the underside of the **hull** moulding

D.5 CENTREBOARD CAPPING/THWART MOULDING

- (a) For **boats** before sail number 2462 the **centreboard** pivot shall be 2310mm ± 12mm from the aft side of the transom.
- (b) For boats numbered from 2462-2539, the **centreboard** pivot shall be 2335mm ± 12mm from the **hull datum point**.
- (c) For **boats** from 2540, the **centreboard** pivot shall be 2305mm ± 12mm from the aft side of the transom

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Centreboard**
- (b) **Rudder**

E.2 GENERAL

E.2.2 CERTIFICATION

- (a) The **official measurer** shall certify the **centreboard**

E.3 CENTREBOARD

E.3.1 RULES

- (a) The **Centreboard** shall comply with these **class rules**.

E.3.2 DEFINITIONS

- (a)

E.3.3 MANUFACTURERS

- (a) Manufacturers are optional.

E.3.4 MATERIALS

- (a) Shall be manufactured from aluminium alloy.
- (b) May be covered with any coating which shall not affect the stiffness of the centreboard.

E.3.5 CONSTRUCTION

- (a) Shall be manufactured to the template provided in Plan B.

E.3.6 MODIFICATION

- (a) Edges may be chamfered, rounded or radiused to a maximum of 40mm from any edge or corner.

E.3.7 DIMENSIONS
The thickness shall be 6.35mm ± 0.35mm

E.3.8 WEIGHT

The weight shall be less than 7.25kg.

E.4 RUDDER AND TILLER

E.4.1 RULES

- (a) The rudder shall be formed of a single blade.
- (b) The type and size of the rudder is optional
- (c) The type, size and arrangement of the tiller and extension are optional

E.4.2 MANUFACTURERS

- (a) Manufacturers are optional.

E.4.3 MATERIALS

- (a) Are optional

E.4.4 FITTINGS

- (a) The design of the rudder bearings is optional.

Section F – Rig

F.1 PARTS

F1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Standing Rigging**

F.1.2 OPTIONAL

- (a) **Spinnaker poles**
- (b) **Running Rigging**

F.2 GENERAL

F.2.1 RULES

- (a) The Rig shall comply with these class rules or the class rules in force at the time of initial certification.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Spars shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as replacement of fittings is permitted without re-measurement.

F.2.3 DEFINITIONS

(a) MAST DATUM POINT

The mast datum point is the **heel point**. (See H.4)

F.2.4 MANUFACTURER

MANDATORY

(a) Masts and booms shall only be manufactured by a Licensed Manufacturer (See H.2)

(b) No license is required to manufacture the spinnaker pole

F.3. MAST

F.3.1 DIMENSIONS

See H.2., H.4., and H.8

	Minimum	Maximum
Mast datum point to upper point		6670mm
Height of headsail luff rigging point , extended if necessary.		5075mm
Spinnaker hoist height		5196mm
Limit Mark Width (only one set permitted)		10mm
Distance from Lower limit mark to mast datum point		1105mm
Spinnaker pole fitting Projection		No maximum
Point of action of mast ram above mast datum point		760mm
Mast spar curvature		30mm

F.3.2 FITTINGS

(a) MANDATORY

- (1) Mast head crane
- (2) Shroud fittings
- (3) One set of spreaders
- (4) Headsail halyard sheave box
- (5) Spinnaker halyard sheave box
- (6) Spinnaker pole fitting(s)
- (7) Spinnaker pole lift block with attachment
- (8) Gooseneck
- (9) Heel fitting

- (b) OPTIONAL
 - (1) Mechanical wind indicator(s)
 - (2) Compass bracket
 - (3) Spinnaker crane
 - (4) Spinnaker pole downhaul block with attachment
 - (5) Kicking strap attachment
 - (6) Cunningham
 - (7) Mast ram
 - (8) External collar of no more than 300mm in length fitted at deck level

F.4 BOOM

[ALSO SEE H3].

F.4.1 DIMENSIONS

	Minimum	Maximum
Outer point distance		2515mm
Boom spar curvature		30mm

F.4.2 FITTINGS

(a) MANDATORY

- (1) **Tack** Fitting

(b) OPTIONAL

- (1) **Clew** Fitting
- (2) Kicking strap attachment
- (3) Mainsheet attachment(s)
- (4) **Spinnaker pole** stowage
- (5) **Outhaul**
- (6) Flattener
- (7) Chafe Pads

F.5 SPINNAKER POLE

F.5.1 MANUFACTURER

- (a) Manufacturer is optional.

F.5.2 MATERIALS

- (a) The material of the spar is optional.

F.5.3 CONSTRUCTION

- (a) The construction is optional.

F.5.4 FITTINGS

- (a) Fittings are optional.

F.5.5 DIMENSIONS

Spinnaker pole length	Minimum	Maximum
<p>a) Single pole Maximum length pole including fittings</p> <p>Using a single pole mounted on a typical (32mm) D-ring, the maximum overall length of the pole would be 1829mm.</p>		1829 mm
<p>b) All pole systems Maximum projection from the forward face of the mast to the bearing surface of the guy, at 90 degrees to the mast in the vertical plane and on the centreline.</p>		1821 mm

F.6 STANDING RIGGING

F.6.1 MATERIALS

(a) The **standing rigging** shall be of stainless-steel wire - excluding any shroud purchase systems.

F.6.2 CONSTRUCTION

(a) MANDATORY

(1) **Shrouds.**

(2) **Forestay** – for **boats** without an enclosed **mast** gate at deck level.

(b) OPTIONAL

(1) **Forestay**

F.6.3 DIMENSIONS

	Minimum	Maximum
Forestay diameter	1.50 mm	
Shroud diameter	2.00 mm	

F.6.4 FITTINGS

(a) Optional

F.7 RUNNING RIGGING

F.7.1 MATERIALS

(a) Materials are optional.

F.7.2 CONSTRUCTION
(a) The type of running rigging is optional.

F.7.3 FITTINGS
(a) Optional

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY
(a) **Mainsail**
(b) **Headsail**

G.1.2 OPTIONAL
(a) Spinnaker

G.2 GENERAL

G.2.1 RULES
(a) Sails shall comply with the class rules in force at the time of certification.

G.2.2 CERTIFICATION
(a) The official measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign and date the certification mark.

G.2.3 SAILMAKER
(a) Any manufacturer may be used.

G.3 MAINSAIL

G.3.1 IDENTIFICATION
(a) The class insignia shall be of minimum overall height 225mm and composed of letters (Sans Serif or other approved by the LCOA) the class insignia shall be LARK or Lark.

(b) The **sail** numbers shall comply with the RRS, except where prescribed otherwise in these class rules.

G.3.2 MATERIALS

(a) The sail shall be made of a single **ply**.

(b) **Stiffening** is optional.

(c) **Sail reinforcement** is optional but shall consist of single **ply**.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail**, single-ply **sail**.
- (b) The **body** of the **sail** shall consist of the same **ply** throughout.
- (c) The **sail** shall have a maximum of 3 **batten pockets** in the **leech**.
- (d) The battens shall remain in place during measurement. (this differs from the ERS)
- (e) Loose-footed **mainsails** are not permitted.
- (f) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, cunningham eye or pulley, **batten pockets**, **batten pocket patches**, **batten pocket** elastic, **boom** slide, **leech** line with cleat, one flattener eye on leach, **windows**, tell tales, **chafing patches** and items as permitted or prescribed by other applicable *rules*.

G.3.4 DIMENSIONS

There shall be three datum points.

Datum 1 shall be the point on the **leech** 1500mm from the **aft head point** (Point A in diagram in H.1)

Datum 2 shall be a point 1500mm down the **leech** from Datum 1

Datum 3 shall be a point 1500mm down the **leech** from Datum 2

The cross-width is the shortest distance from a datum point to the **luff**

	Minimum	Maximum
Top width of sail		135mm
Headboard width from luff		135mm
Leech length		6000mm
Cross-width from Datum 1		1145 mm
Top Batten Pocket internal length		1220 mm
Cross-width from Datum 2		1780 mm
Middle Batten Pocket internal length		815mm
Cross-width from Datum 3		2250 mm
Lower Batten Pocket internal length		815 mm
Batten Pocket to Datum Point		40mm
External Batten Pocket Width		50mm
Window Area		0.5m ²

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The sail shall be made of a single **ply**.
- (b) **Stiffening** is not permitted.
- (c) **Sail reinforcement** is permitted but shall consist of woven **ply**

G.4.2 CONSTRUCTION

- (a) The construction shall be: soft **sail**, single-ply **sail** made of woven **ply**.
- (b) The body of the **sail** shall consist of the same **ply** throughout.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, **luff** wire, **leech** line with cleat, Jib cunningham with cleat, **windows**, tell tales, **luff** wire pocket and items as permitted or prescribed by other applicable rules.

G.4.3 DIMENSIONS

	Minimum	Maximum
Top width		100mm
Upper Width Maximum width between a point 120mm down the luff from the Head Point (and at right angles to the luff) [Point B in diagram]		220mm
Outward extension of the leech from a straight line between the Aft Head Point and Point B.		0mm
Luff length		3635mm
Leech length		3565mm
Foot length		1650mm
Distance from the head to the foot at any point		3700mm
Window Area		0.5m ²
Centre of cringle to sail edge		30mm

G.5 SPINNAKER

G.5.1 MATERIALS

- (a) The **ply** fibres are optional

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail**, single **ply sail**.
- (b) The **body of the sail** shall consist of either **woven ply**.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, headboard, stiffening, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.

G.5.3 DIMENSIONS

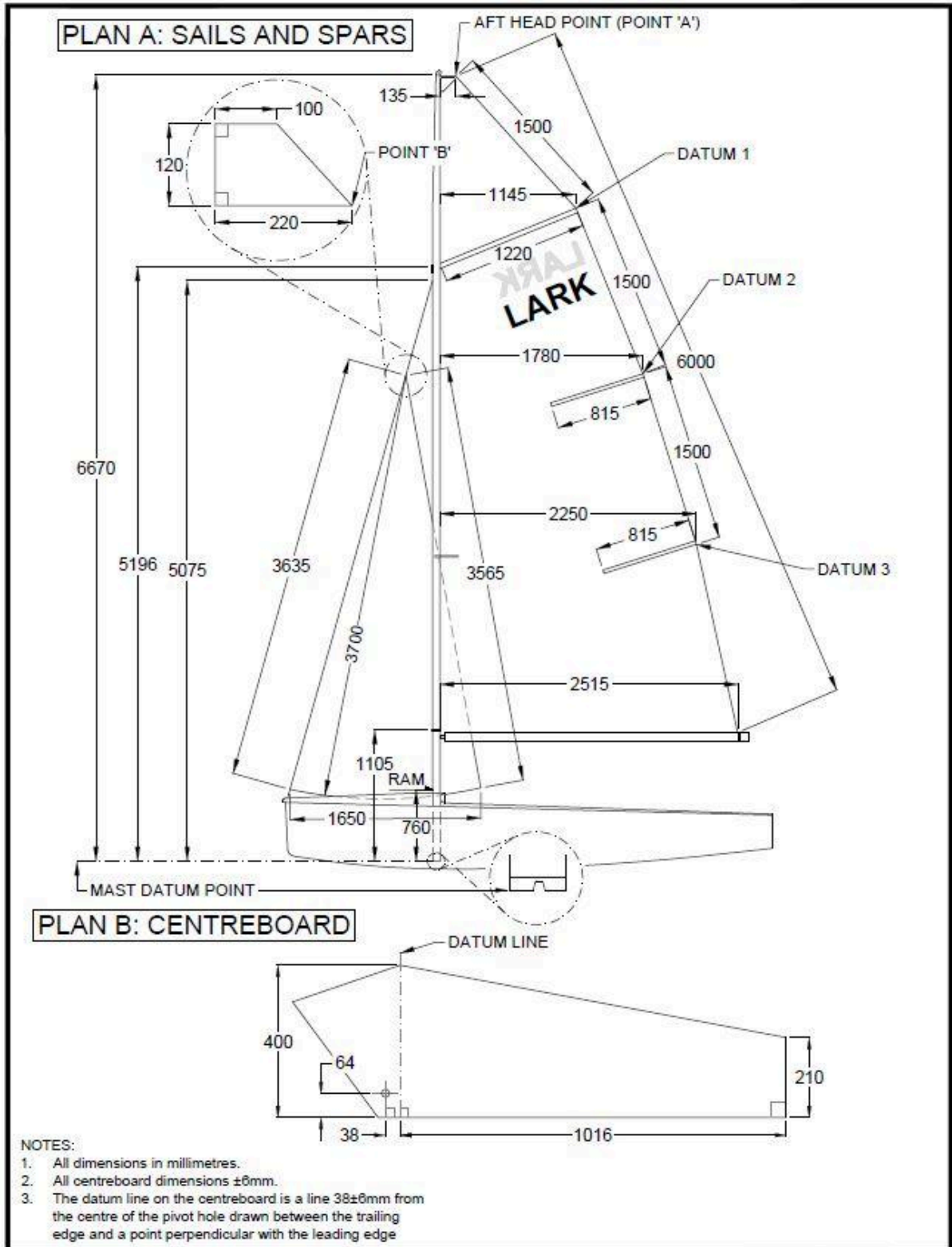
	Minimum	Maximum
Leech length		4100mm
Luff length		4100 mm
Half width at half leach/luff	2140mm	
Width		2600 mm
Headboard		130 mm
Foot median		4500mm
Foot length		2300mm

PART III – APPENDICES

The rules in Part III are closed class rules. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1. MEASUREMENT DIAGRAMS



H.2. MAST

The **mast** shall be Seldén ‘Kappa’ section. Seldén is responsible for supplying a one-design mast. Any Kappa mast found to be non-compliant with the dimensions shown should be drawn to the attention of the LCOA Chief Measurer.

Lark **masts** manufactured prior to June 2009 were Seldén ‘C’ section and shall remain in class provided they comply with the rules in force at their time of manufacture.

H.3. BOOM

The **boom** shall be Seldén ‘C’, ‘2520’ or ‘2628’ section.

H.4. MAST DATUM POINT

Until 30.9.1986 measurements were taken along the **mast** from the inside skin of the **hull**.

H.5. RONDAR AND SYNERGY HULLS

These rules were modified in June 2001 to take account of the dimensions of the deck layout of the new Rondar Lark and in 2024 to take account of the revised Synergy deck layout.

H.6. LARK PLUG

The rules were amended to version 2008 to reflect the loss of the Lark plug and to centre the rules around the current design of **hulls** and **spars**. A new ‘hull’ plug is due to be made in 2024, from which future hull moulds will be taken.

H.7. LIMIT MARKS

Prior to fixed goosenecks black bands were required as follows:

The lower edge of the upper band shall be 6615mm maximum and the upper edge of the lower band shall be 1100mm minimum from the shoulder at the heel.

H.8. SPINNAKER POLE

In 2024, the rules were amended: to allow a longer pole (previously 1525mm); to change the method of measurement to enable twin poles to be measured in a comparable way (using the maximum projection of the guy); and to take out the maximum spinnaker fitting measurement (as this was effectively redundant).

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